



## Manly Wharf: Change of use, alterations and additions to an existing tenancy

### Transport Assessment

Prepared for: **Artemus Group**

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## PROJECT INFORMATION

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## Table of Contents

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<b>1</b>	<b>Introduction</b>	<b>1</b>
1.1	<i>Background</i>	1
1.2	<i>Site description</i>	1
1.3	<i>Site context</i>	2
1.4	<i>Proposal description</i>	3
<b>2</b>	<b>Existing Transport Context</b>	<b>5</b>
2.1	<i>Road network</i>	5
2.2	<i>Vehicle site access</i>	6
2.3	<i>Car parking</i>	7
2.4	<i>Site servicing</i>	7
2.5	<i>Public transport services</i>	8
2.6	<i>Public transport accessibility</i>	9
2.7	<i>Pedestrian and cycling environment</i>	10
<b>3</b>	<b>Transport Assessment</b>	<b>12</b>
3.1	<i>Expected travel behaviours</i>	12
3.2	<i>Travel demand assessment</i>	12
3.3	<i>Car parking assessment</i>	13
3.4	<i>Drop off and pick up arrangements</i>	15
3.5	<i>Pedestrian and cycling assessment</i>	16
3.6	<i>Proposed site servicing</i>	16
3.7	<i>Traffic impacts</i>	17
3.8	<i>State Environmental Planning Policy (Transport and Infrastructure) 2021</i>	17
<b>4</b>	<b>Summary</b>	<b>18</b>

## Figures

Figure 1	The site .....	1
Figure 2	Manly Wharf tenancies (subject site highlighted) .....	2
Figure 3	Manly Wharf and surrounds .....	3
Figure 4	Proposed ground floor plan .....	4
Figure 5	Existing road network .....	5
Figure 6	Vehicle access to Manly Wharf.....	6
Figure 7	Existing on-site parking area – Manly Wharf .....	7
Figure 8	Existing loading dock – Manly Wharf .....	7
Figure 9	Nearby public transport services and stops .....	8
Figure 10	30 minute public transport catchment from Manly Wharf .....	9
Figure 11	Existing cycling routes and bicycle parking .....	10
Figure 12	Existing bicycle parking locations .....	11
Figure 13	Nearby car parking areas .....	14
Figure 14	Drop off / pick up opportunities .....	15



# 1 Introduction

## 1.1 Background

This transport assessment has been prepared by JMT Consulting to support a Development Application (DA) to Northern Beaches Council ('Council') for alterations to the existing vacant retail tenancy at Manly Wharf. The purpose of the report is to describe the transport implications of the proposal with consideration of existing and future transport services.

## 1.2 Site description

The site is a vacant tenancy identified as tenancy 24.1 (see Figure 2) located within Manly Wharf, East Esplanade, Manly (formally Lot 1 in Deposited Plan 1170245). The site was previously used as an Aldi supermarket until operations ceased in 2022.

The site has an area of 1,429m<sup>2</sup> within the Manly Wharf interior. The eastern portion of the site is enveloped by the Manly Wharf Hotel, while its northern section is adjacent to Manly Wharf's service areas (e.g. storage, goods lift and corridors). The western portion of the site served as the primary ingress / egress for the former Aldi supermarket tenancy.



Figure 1 The site

Source: ACME

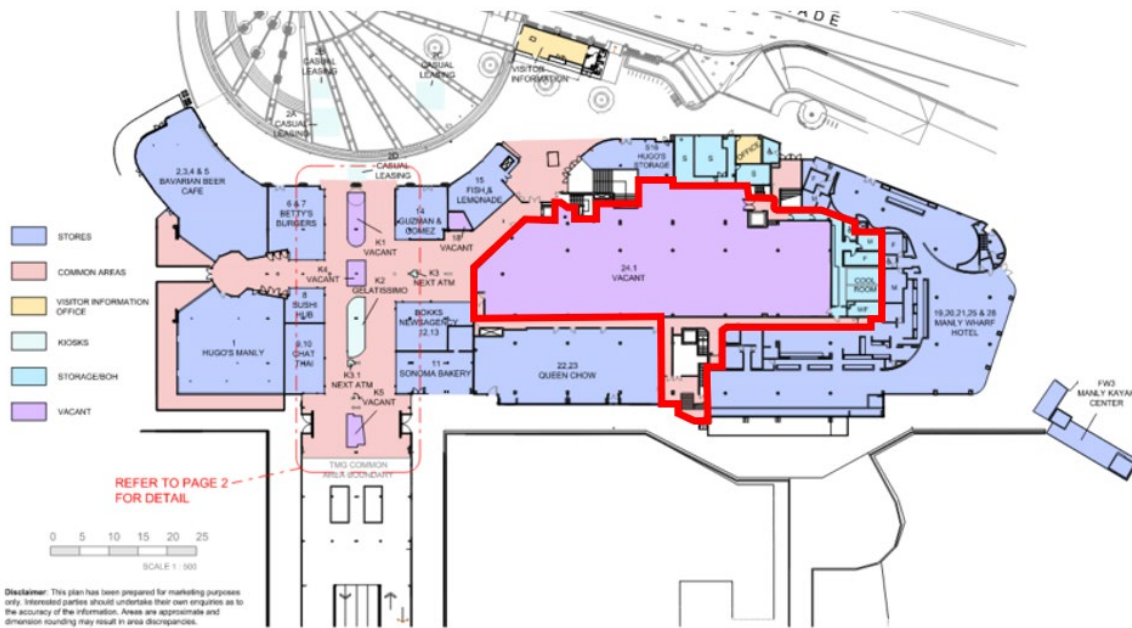


Figure 2 Manly Wharf tenancies (subject site highlighted)

Source: TMG Developments Pty Ltd

### 1.3 Site context

In addition to its role as a major ferry and bus transport hub, Manly Wharf features a variety of food and dining venues ranging from cafes, takeaway and casual dining options. Licensed premises within the building operate with late night trading hours, including Manly Wharf Hotel, Hugos, The Bavarian and El Camino Cantina.

Manly Wharf is located at the junction of East and West Esplanade, and the beginning of the Corso leading to Manly Beach. Food and dining establishments line The Corso and the northern side of East Esplanade and continues along North and South Steyne facing Manly Beach. There are a variety of licensed premises with entertainment and late night trading hours that contribute to Manly's vibrant night time economy. These include 4 Pines Brewpub, Ivanhoe Hotel, New Brighton Hotel and the Hotel Steyne.



Figure 3 Manly Wharf and surrounds

Source: SIXmaps

## 1.4 Proposal description

The proposed development seeks alterations to the existing vacant retail tenancy at Manly Wharf for use as a pub and micro-brewery with ancillary dining and live performance. Key features of the proposed development include:

- change of use of vacant supermarket tenancy to a pub and micro-brewery with ancillary dining and live performance;
- demolition of existing external staircase, office spaces, storage spaces, cool rooms, freezers, supermarket staff toilets and basement public toilets and amenities;
- internal fit-out including two bars, ancillary kitchen, small staff office, new toilets and amenities servicing customers and staff;
- new publicly accessible toilets and amenities servicing the rest of Manly Wharf;
- an internal connection to provide controlled, secondary access for patrons who wish to make their way between the new venue and the existing Manly Wharf Hotel;
- installation of micro-brewing equipment;
- internal fit out works including new wall linings, floor coverings, ceilings and acoustic treatments;



- a new vestibule to provide entry to the premises, with direct connections to the waterside wharf promenade, the basement via both lift and stair, and a secondary access link to the existing Manly Wharf Hotel;
- intermittent and occasional weekend markets inside the new venue, four Saturdays a year during daytime trading hours ;
- hours of operation consistent with the Manly Wharf Hotel:
  - 7am to midnight, Monday to Wednesday and Sunday; and
  - 7am to 1am, Thursday to Saturday.

All proposed building alterations are within the interior of Manly Wharf, except the reconfiguration of an existing external stair and the new main entry to the venue. There are no proposed changes to Manly Wharf's existing floor levels, nor its structure below water level.

The proposed ground floor plan is presented in Figure 4 below.

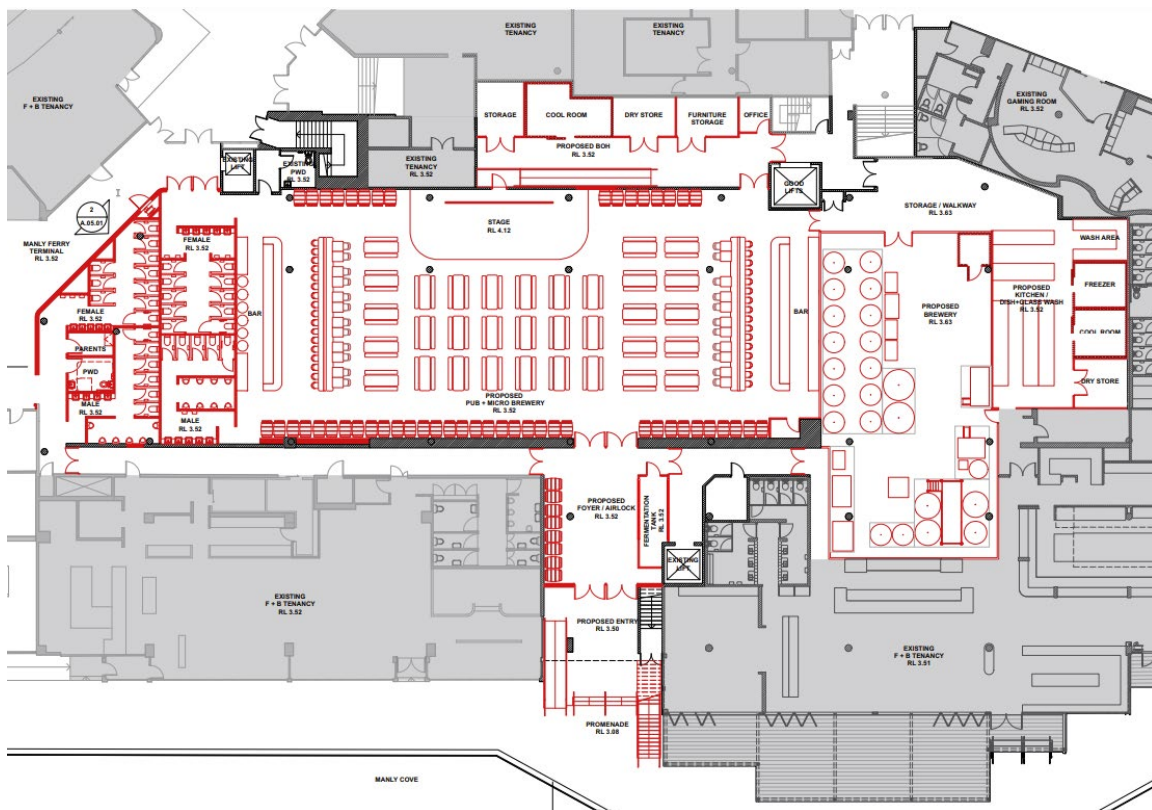


Figure 4 Proposed ground floor plan

Source: ACME



## 2 Existing Transport Context

### 2.1 Road network

To manage the extensive network of roads for which councils are responsible under the Roads Act 1993, Transport for NSW (TfNSW) in partnership with local government established an administrative framework of *State*, *Regional*, and *Local Road* categories. State Roads are managed and financed by TfNSW and Regional and Local Roads are managed and financed by councils.

Key State and Regional roads which provide access to Manly Wharf are illustrated in Figure 5 below, with Pittwater Road, Sydney Road and Belgrave Street being the key State roads in the vicinity of the site. West Esplanade to the west of Manly Wharf is classified by TfNSW as a Regional Road which performs the function of a collector route through the local area. East Esplanade on the site's eastern frontage is neither classified as a State or Regional road and therefore no restrictions in terms of vehicle access are in place.

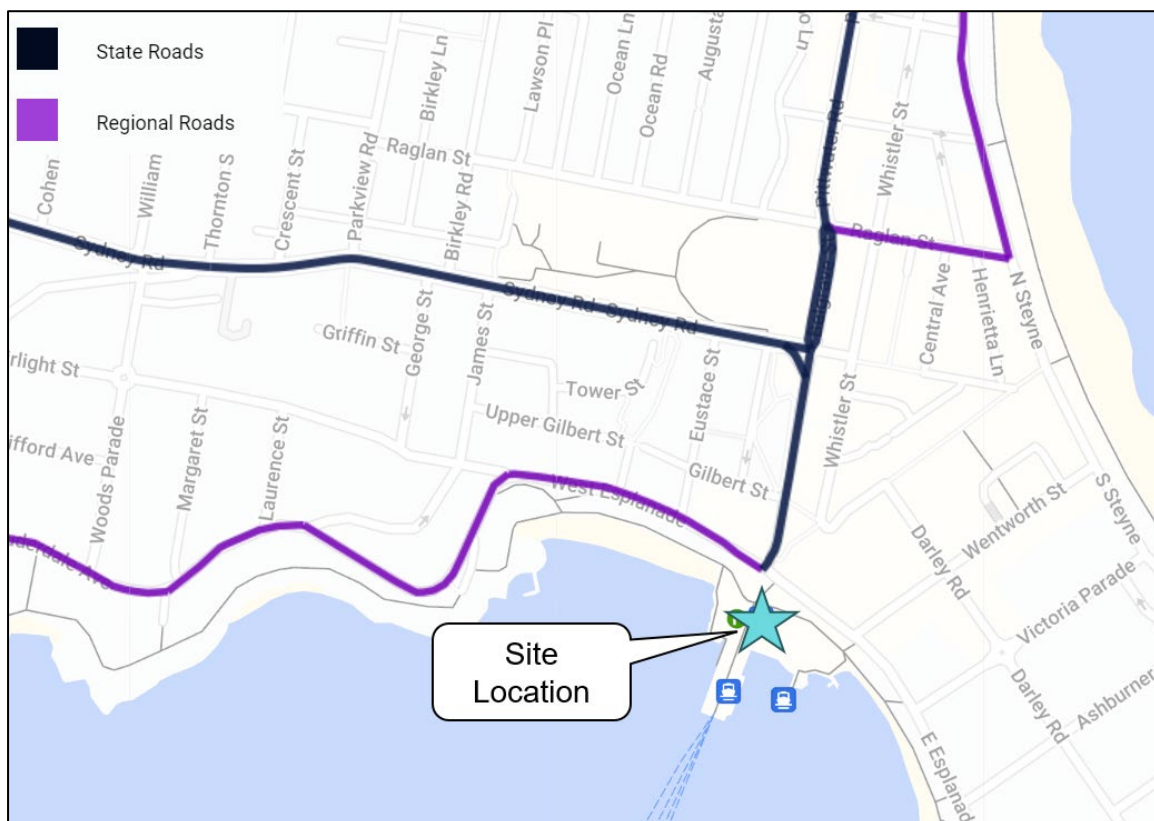


Figure 5 Existing road network

## 2.2 Vehicle site access

Vehicle access to Manly Wharf is currently provided via the signalised intersection of East Esplanade and Wentworth Street as indicated in Figure 6 below. This access point facilitates vehicle access to an on-site loading dock and car park.



Figure 6 Vehicle access to Manly Wharf



## 2.3 Car parking

Manly Wharf benefits from having an on-site public car park with 69 parking bays (inclusive of two accessible bays), with vehicle access obtained via the intersection of East Esplanade and Wentworth Street as previously indicated in Figure 6. Drive up parking rates start at \$9 for the first half an hour, up to a maximum of \$59 for a stay of three hours or longer. The car park is currently managed by Wilson Parking. A 2.2m clearance height is available which complies with the minimum requirements listed in the Australian Standard for Off-Street car parking (AS2890.1).



Figure 7 Existing on-site parking area – Manly Wharf

## 2.4 Site servicing

A loading dock is available within Manly Wharf, with service vehicles utilising the main vehicle entry ramp accessed through the East Esplanade / Wentworth Street intersection. This loading dock has the ability to accommodate a range of vehicle sizes including up to a 12.5m Heavy Rigid Vehicle (HRV). All deliveries to the Manly Wharf Hotel and other tenancies take place within this loading dock.

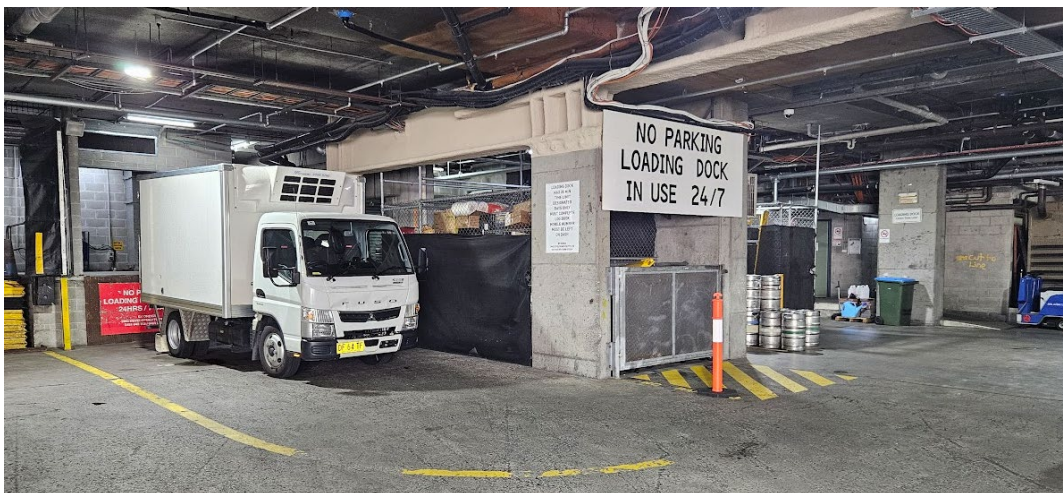


Figure 8 Existing loading dock – Manly Wharf

## 2.5 Public transport services

The site is in the heart of the Manly town centre and one of the most accessible locations via public transport within the entire Northern Beaches LGA.

All existing public transport in the area is focused around Manly Wharf as illustrated in Figure 9. The ferry wharf itself provides high frequency ferry services to Circular Quay and other wharves on the Sydney Ferries network. This form of transport is extremely popular for residents of Manly to travel to work on a daily basis. The NSW Government, in conjunction with Council, is progressing plans to upgrade Manly Wharf 3 as part of the Transport Access Program to improve transport access.

A number of bus services also originate from the ferry wharf that provide connections to key locations in the surrounding areas as well as key employment centres, including Warringah Mall, Chatswood, Frenchs Forest and the Sydney CBD. A number of local bus services provide connections to other parts of the LGA that are not serviced by ferry, including the 161 service that travels between the ferry wharf and North Head.



Figure 9 Nearby public transport services and stops



## 2.6 Public transport accessibility

A key indicator of the level of public transport accessibility a centre contains is the number of locations accessible within a 30 minute public transport catchment. A key objective of the Greater Sydney Commission's Greater Sydney Region Plan is to deliver a 30-minute city where jobs, services and quality public transport spaces are in easy reach of residences.

As illustrated in Figure 10 public transport access from the Manly centre is readily available to the lower parts of the Northern Beaches LGA as well as Mosman / Neutral Bay. In addition the presence of the ferry wharf allows people to access the majority of the Sydney CBD within 30 minutes travel time.

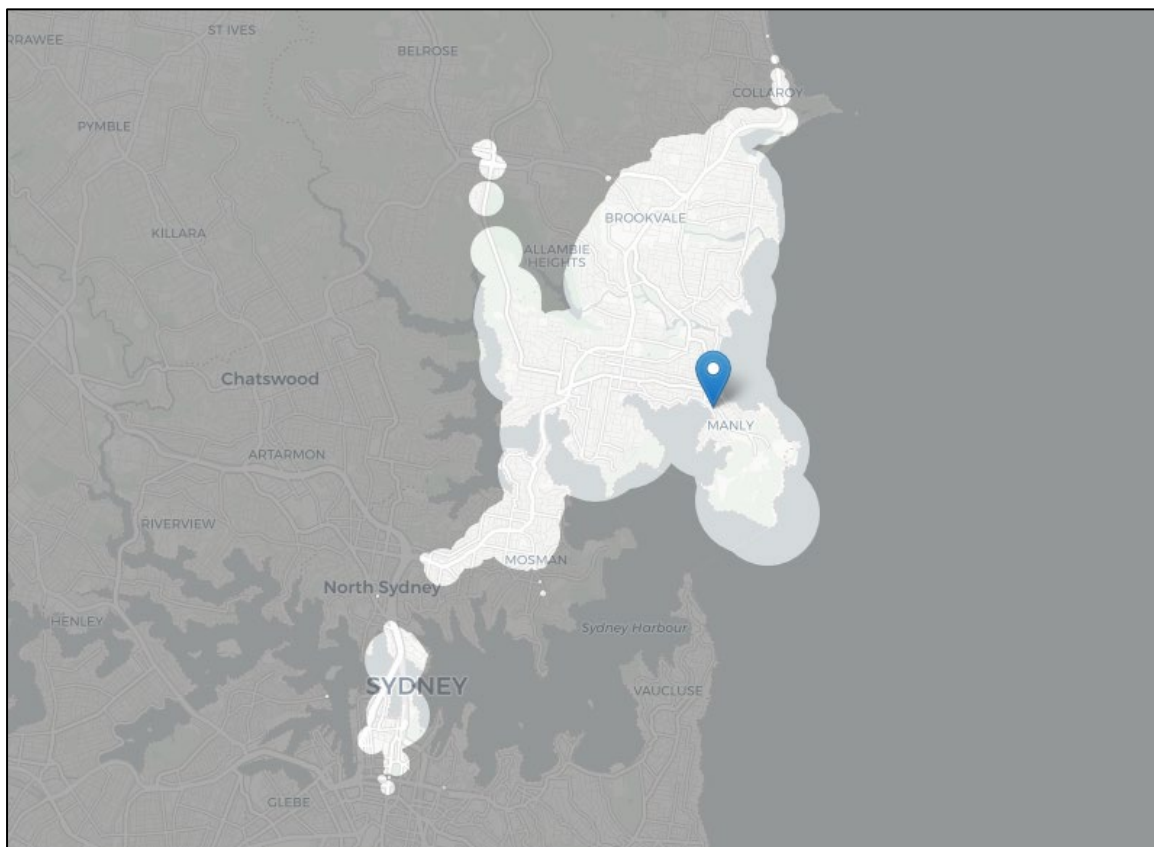


Figure 10 30 minute public transport catchment from Manly Wharf

Source: <https://www.mapnificent.net/sydney>

## 2.7 Pedestrian and cycling environment

The Manly centre has a number of pedestrian friendly spaces that provide high quality public spaces as well as facilitate strong access to/from key nodes including the ferry wharf and the beach. The key pedestrian routes through the centre are along The Corso and Sydney Road which are pedestrianised for much of their length. The pedestrianised area of Sydney Road was extended westwards in 2016 to encompass the entire strip between The Corso and Sydney Road. Footpaths adjacent to roadways are well formed and generally in good condition, with pedestrian crossings provided at the majority of key road crossing points.

There is already an established network of cycling routes supporting the centre, with these routes shown in Figure 11. Key elements of the cycling network are off-road routes adjacent to North/South Steyne Road as well as via the harbour on East/West Esplanade.

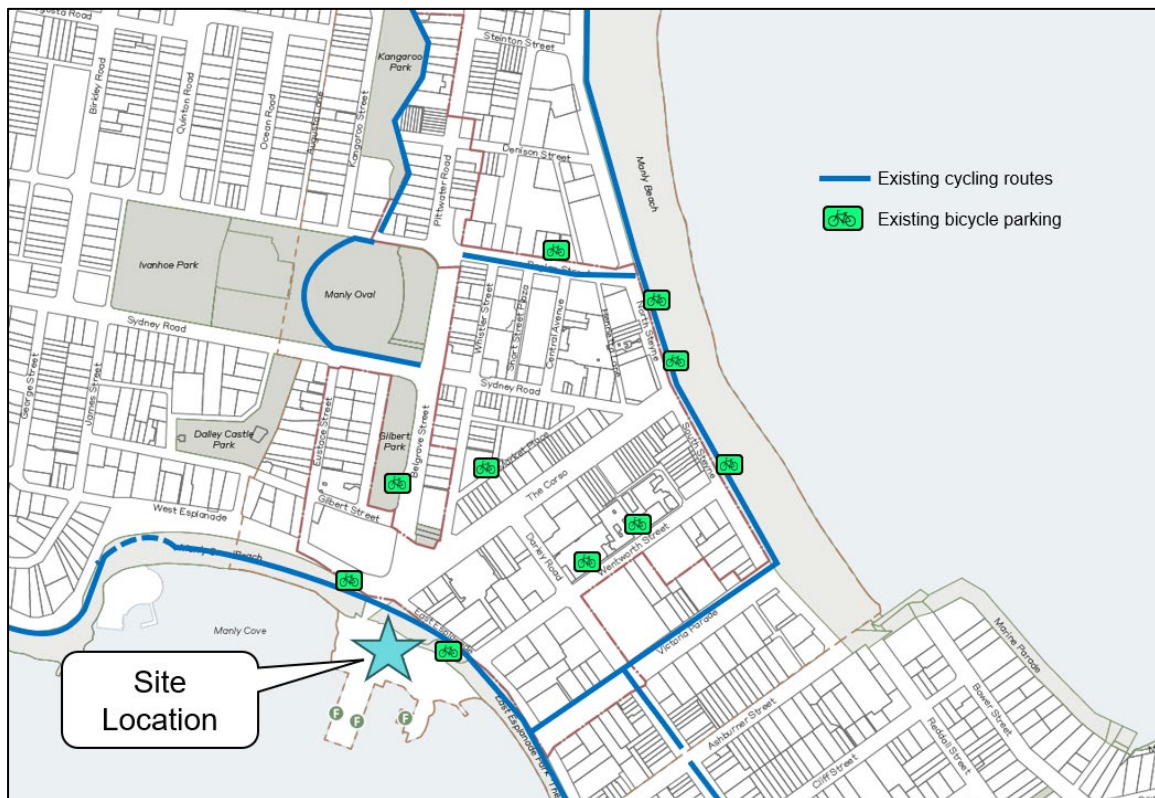


Figure 11 Existing cycling routes and bicycle parking



There are major bicycle parking stations adjacent to Manly Wharf as well as throughout the Manly town centre. There are bike parking facilities located on the Wharf which are managed by Council and located on East Esplanade as indicated in Figure 12. There are well over 100 public bicycle parking spaces in close proximity to the site which can be utilised by staff and visitors.



Figure 12 Existing bicycle parking locations

## 3 Transport Assessment

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### 3.1 Expected travel behaviours

As previously detailed in Section 2.5 of this document Manly Wharf is a major public transport interchange with ferry and bus services running frequently throughout the day and evenings. The majority of customers and visitors to Manly Wharf arrive by public transport and this is expected to continue with the proposed upgrade works.

The location of the site within the Manly town centre, adjacent to a major transport interchange, will result in a high number of visitors travelling by foot, bicycle or public transport from the surrounding local catchment – with a low reliance on private vehicle use.

The proposal to change the use of the vacant supermarket tenancy to a pub and micro-brewery is likely to result in a mode shift away from private vehicle travel compared to current conditions. Given the premises will be licenced to serve alcohol, along with its location within the Manly town centre adjacent to a major public transport hub, the customers and visitors will typically travel via sustainable forms of transport as well as by taxi/Uber.

Consistent with conditions in place for the former Aldi tenancy, staff of the premises will not be provided with dedicated car parking and therefore typically utilise public transport to access the site.

### 3.2 Travel demand assessment

The proposal is not considered to result in a material change in the number of people travelling to/from Manly Wharf, particularly during the busiest hours of the day, in the following context:

- The proposal does not involve any additional floor space within the Manly Wharf – instead it is simply a reallocation from existing retail floor space (former Aldi tenancy) to licenced premises.
- The former Aldi tenancy would attract travel demand at all times of the day, particularly during busy daytime hours when generation visitation to the Manly town centre is highest. The proposed pub and micro-brewery use in contrast however will be primarily a night time venue and have the highest visitation in the evenings – outside of the busiest times of activity of the broader town centre.
- The existing Manly Hotel already includes ancillary live music. The proposal to include ancillary live music in the new venue will simply transfer this existing travel demand from one location to another – allowing the Manly Hotel to operate as a more ‘family friendly’ environment.



- The premises will employ a maximum of approximately 20 staff, likely to be similar to that of the former Aldi tenancy.

### 3.3 Car parking assessment

#### 3.3.1 Car parking supply

The proposal does not seek to alter the existing basement car park on the site of the Manly Wharf which provides for 69 parking spaces. No additional car parking spaces can be provided within the limited space basement car park which is managed as a paid public car park.

#### 3.3.2 Car parking required under Manly DCP

The Manly DCP 2013 has different car parking rates for supermarket uses and pubs, those being as follows:

- Pubs: 1 space for every 4sqm of licensed floor area (bar, lounge, bistro, beer garden area)
- Supermarket: 1 parking space for every 25 sqm of gross floor area

The conversion of the existing Aldi tenancy, approximately 700m<sup>2</sup> in area, for use as a pub and microbrewery, would under the DCP controls strictly require an additional 147 car parking spaces.

It is that the Manly DCP 2013 (section 3.2.5.1) states that a heritage item may be exempted from providing the required on-site car parking where conservation of the item depends on Council allowing the exemption. Additional car parking can not be provided within Manly Wharf without any major impacts on its heritage significant fabric – and therefore this clause of the DCP is relevant to the development and further justifies the proposal to maintain the existing number of parking spaces serving the site.

With respect to the DCP parking rates it is important to recognise these are broadly based on guidance provided in the RTA Guide to Traffic Generating Developments ('The Guide') document from 2002 (i.e. published over 20 years ago). Further, The Guide notes that this parking rate was developed from surveys of a number of registered clubs and pubs undertaken in 1978 (over 45 years ago). There have been significant behavioural changes in the use of pubs and clubs since this time, in particular the prevalence of random breath testing, improvement in public transport and advent of point to point transport services (e.g. Uber).

It is also relevant that the Manly DCP car parking rate for pubs makes no distinction with respect to the location of the venue – particularly in relation to its public transport accessibility and extent of surrounding services. As previously noted in

the Manly Wharf is the most accessible location via public transport in the Northern Beaches LGA.

In this context the parking rate suggested in the RTA Guide to Traffic Generating Developments (based on surveys from 1978) and broadly reproduced in the Manly DCP is not considered appropriate to understand the potential future parking demands. A bespoke car parking assessment has therefore been undertaken which considers the expected travel behaviours of staff and visitors to the venue, noted in the following section of this document.

### 3.3.3 Bespoke car parking assessment

As noted in Section 3.1 the majority of customers and visitors to Manly Wharf arrive by public transport and this is expected to continue with the proposed upgrade works. The proposed use will largely draw a walk up catchment or attract people travelling by public transport, taxi or ride-share (e.g. Uber) – with a low reliance on private vehicle use.

There are a number of nearby public car parking areas controlled by Northern Beaches Council within a 400m radius (5 minute walk) of the site (refer Figure 13) which collectively provide for approximately 1,000 parking spaces, including:

- Manly National Car Park (220 parking spaces)
- Pacific Waves Car Park (170 parking spaces)
- Peninsular Car Park (289 parking spaces)
- Whistler Street Car Park (311 parking spaces)



Figure 13 Nearby car parking areas

These Council off-street parking areas are typically busiest during daytime hours associated with retail/commercial activity in the Manly town centre and visitors travelling to Manly beach. The proposed pub and micro-brewery use will be primarily a weekend night time venue and therefore have the greatest demands for parking on weekend evenings when there is spare capacity in these nearby car parks.

Therefore it is considered appropriate that no additional car parking be provided as part of the project.

### 3.4 Drop off and pick up arrangements

As presented in Figure 14 there are a number of opportunities adjacent to Manly Wharf for passenger drop off and pick up, including:

- Dedicated taxi ranks along Belgrave Street;
- No Parking zones on Belgrave Street, West Esplanade, Whistler Street and Wentworth Street which can be used for general drop and pick up – including for taxi and ride-share services such as Uber.



Figure 14 Drop off / pick up opportunities

### 3.5 Pedestrian and cycling assessment

The proposal is not expected to impact the surrounding pedestrian and cycling environment. The works will not reduce the extent of existing pedestrian space available within the public domain, with users of the Manly Wharf and surrounding area afforded a similar level of amenity in terms of pedestrian movements. As the peak times of activity for the proposed development will be on weekend evenings, outside of busy periods of activity for the broader Manly town centre and the Manly wharf, impacts to pedestrians will be limited as a result of the proposal.

Bicycle parking for staff and visitors will be available in the large public bicycle parking areas on East Esplanade immediately adjacent to Manly Wharf. Under the Manly DCP bicycle parking stands are required at a minimum rate of one stand for every three car parking spaces. Based on the 69 parking spaces provided on the site there would be a requirement for 23 bicycle parking spaces.

As previously noted there are well over 100 bicycle parking spaces available directly adjacent to Manly Wharf – exceeding the minimum requirement under the DCP. The peak demands associated with the proposed development will occur on weekend evenings and not coincide with those from users of the Manly town centre, and in this context it is appropriate to continue to utilise these bicycle parking spaces for the ongoing use of the site.

### 3.6 Proposed site servicing

Site servicing arrangements will take place in a manner consistent with current operations. As previously noted in Section 2.4 of this document all service vehicles access a dedicated loading dock within Manly Wharf via the East Esplanade / Wentworth Street intersection – with this dock having the ability to accommodate a range of rigid trucks. The loading dock will facilitate all site servicing including waste collection, food/beverage deliveries as well as access for trades/maintenance vehicles.

It is not expected that the extent of loading/servicing activity would change significantly compared to that generated by the former Aldi tenancy. It is expected that servicing demands for the proposed development will be lower when compared to the former supermarket which would have generated deliveries of fresh produce and other items throughout the day.

The loading dock is subject to an operational plan of management and this will continue following the introduction of the proposed pub and micro-brewery uses.

The Waste Management Plan (WMP) prepared by MRA Consulting Group concludes that the proposed use of the site has comparable waste generation outputs to its previous use as a supermarket. Current waste infrastructure and site management is mostly sufficient to accommodate expected waste generation rates.



### 3.7 Traffic impacts

As previously detailed in Sections 3.1 and 3.2 of this document the proposal is not expected to trigger an increase in traffic movements to/from the site. The vast majority of visitors will utilise public transport or walk given the strong public transport access and location of the site within the Manly town centre.

It is also important to recognise that many customers visiting the former Aldi supermarket tenancy would have travelled by car in order to undertake their weekly shopping trip. This is in contrast to the proposed pub and micro-brewery use which will predominantly attract visitors arriving via sustainable forms of transport or taxi/Uber.

As the premises will function primarily a night time venue and have the highest visitation in the weekend evenings any additional traffic movements would not coincide with the busiest hours on the road network – those being 8am-9am and 5pm-6pm on weekdays. Therefore the effect on road network performance associated with any further traffic movements related to the proposal would be limited.

In the above context the proposed change of use is considered to have beneficial outcome from a traffic impact perspective.

### 3.8 State Environmental Planning Policy (Transport and Infrastructure) 2021

The site is located near a regional road (West Esplanade) and a state road (Belgrave Street). However, Section 2.119 (Development with frontage to classified road) is satisfied by the proposed development as vehicular access to the site is provided on East Esplanade, which is not a classified road. Additionally, this report concludes that the proposed development will not result in a material change in the number of people travelling to / from Manly Wharf, with a majority of visitors arriving via public transport.

Section 2.122 provides that traffic-generating development is to be referred to TfNSW. The proposed development does not fall under traffic-generating development as defined under Schedule 3 of the Transport and Infrastructure SEPP. The proposed development's vehicular access is not on and is greater than 90m from a classified road, so column 3 of Schedule 3 is not applicable. Further, the proposed development does not meet the sizes or capacities identified under column 2. As a result, the proposed development does not constitute traffic generating development and a referral to TfNSW will not be required.

## 4 Summary

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JMT Consulting has prepared this transport assessment to support a Development Application for alterations to the existing vacant retail tenancy at Manly Wharf. The proposal seeks to use the vacant retail tenancy (previously operating as an Aldi supermarket) as a pub and micro-brewery with ancillary dining and live performance. Key findings from the assessment conducted are as follows:

- The site is in the heart of the Manly town centre and one of the most accessible locations via public transport within the entire Northern Beaches LGA – benefitting from frequent bus and ferry services.
- The majority of customers and visitors to Manly Wharf arrive by public transport and this is expected to continue with the proposed upgrade works.
- The proposal would not trigger a significant change in the number of people travelling to/from the venue given the former Aldi tenancy would have generated traffic, parking and other transport demands at all times of the day.
- The proposed use located within the Manly town centre will largely draw a walk up catchment or attract people travelling by public transport, taxi or ride-share (e.g. Uber) – with a low reliance on private vehicle use.
- There are a number of nearby public car parking areas within a 5 minute walk of the site which collectively provide for approximately 1,000 parking spaces. The peak parking demands for the proposed development will occur on weekend evenings and not coincide with the busiest times for parking generated by the Manly town centre which is typically on weekends and during the day on weekends.
- The proposal will not result in any adverse impacts on the surrounding road network compared to the former use of the vacant retail tenancy.

In the above context the traffic and transport impacts of the proposal are considered acceptable.